

Message Text

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ACTION EB-11

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TAGS: ETRN TU

SUBJ: CIVAIR: VISIT OF FAA DC-10 EXPERTS

1. ON APRIL 8 FAA ASSOCIATE ADMINISTRATOR FOR AVIATION SAFETY, OSCAR BAKKE; FAA WESTERN REGION AIRCRAFT ENGINEERING DIVISION CHIEF, RICHARD SLIFF; TWO FAA BRUSSELS REPS, AND EMBOFF MET WITH NURETTIN ERGUVANLI, DEPUTY UNDER SECRETARY FOR LAND AND AIR TRANSPORTATION; GUNDUZ GUNGEN, DIRECTOR GENERAL, AIR TRANSPORTATION; A NUMBER OF THY EXECUTIVES, INCLUDING CHIEF INSPECTOR AND CHIEF PILOT. BAKKE AND SLIFF BEGAN MEETING WITH DETAILED HISTORY OF DC-10 WITH A DESCRIPTION AND REVIEW VARIOUS ADS AND SBS RESULTING FROM BOTH AMERICAN AIRLINES JUNE 12, 1972, ACCIDENT AND THY MARCH 3 PARIS ACCIDENT. AT FIRST, THY OFFICIALS ASKED FOR REPEATED CLARIFICATION OF FAA DECISION TO IMPLEMENT PROGRAM OF CARGO DOOR MODIFICATIONS INFORMALLY WITH SERIES OF SBS RATHER THAN ADS. BAKKE AND SLIFF INDICATED THAT IN RETROSPECT SUCH MODIFICATIONS SHOULD HAVE BEEN REQUIRED UNDER ADS, BUT UNTIL THE THY DC-10 PARIS CRASH SB PROCEDURE WAS CONSIDERED ADEQUATE. THY OFFICIALS SUBSEQUENTLY APPEARED MOLLIFIED ON THIS POINT. GUNGEN, ECHOING OBVIOUS FEELINGS OF

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OTHER TURKS PRESENT, EXPRESSED GRATITUDE FOR FAA VISIT AND FOR

FRANKNESS OF DISCUSSIONS. HE ADDED, HOWEVER, THAT HE WAS STILL UNCONVINCED DC-10 WOULD BE COMPLETELY AIRWORTHY WITHOUT MODIFICATIONS TO CONTROL SYSTEMS, INSTALLATION OF VENTS BETWEEN COMPARTMENTS AND STRENGTHENING OF FLOOR STRUCTURE. AT THIS POINT GUNGEN SEEMED TO BE SPEAKING FOR HIMSELF OR HIS DEPARTMENT RATHER THAN THY. THY EXECUTIVES-- PARTICULARLY CHIEF PILOT-- HAD BEEN QUITE VOCAL IN ACCEPTANCE OF DC-10.

2. IN SECOND PART OF MEETING, BAKKE AND SLIFF ACKNOWLEDGED TO A CERTAIN DEGREE THAT GUNGEN WAS CORRECT-- I.E., DC-10 FLOOR STRUCTURE COULD NOT WITHSTAND RAPID DEPRESSURIZATION OF COMPARTMENT AT MAXIMUM PRESSURE DIFFERENTIAL CAUSED BY FAILURE OF BAGGAGE COMPARTMENT DOOR. THEY ADDED THAT NO MODERN, PRESSURIZED JET AIRCRAFT--WIDE-BODIED OR CONVENTIONAL--COULD WITHSTAND SUCH DEPRESSURIZATION. THEY INDICATED, HOWEVER, FAA REALIZED THAT IN SUCH CIRCUMSTANCES THE PILOT MUST STILL BE ABLE TO MAINTAIN CONTROL OVER HIS AIRCRAFT AND THAT MCDONNELL DOUGLAS HAD BEEN DIRECTED TO SUBMIT TO THE FAA ANALYSES OF OPTIONS FOR ISOLATION OR PROTECTION OF CRITICAL AIRCRAFT SYSTEMS WHICH NOW PASS THROUGH THE CABIN FLOOR. ADDITIONALLY, A STUDY WAS UNDERWAY TO DETERMINE WHAT WOULD BE REQUIRED TO STRENGTHEN THE FLOOR AT THOSE AREAS THROUGH WHICH CONTROL, ELECTRICAL OR HYDRAULIC SYSTEMS PASS, GUARANTEEING THE INTEGRITY OF THESE SYSTEMS. CONCERNING THE VENTING OF COMPARTMENTS, TO THE APPARENT SATISFACTION OF THE TURKISH GOVERNMENT AND THY OFFICIALS, MESSRS. BAKKE AND SLIFF EXPLAINED THAT VENTING WAS NOT PRACTICAL, ALTHOUGH THIS WAS STILL UNDER STUDY.

3. AT CONCLUSION OF MEETING, GUNGEN, ERGUNVANLI, AND THY EXECUTIVES EXPRESSED INDIVIDUAL PLEASURE WITH THE QUALITY, THOROUGHNESS AND RESPONSIVENESS TO TURKISH PREOCCUPATIONS OF THE BAKKE/SLIFF PRESENTATION. THEY WERE PARTICULARLY PLEASED THAT FURTHER MODIFICATIONS TO CARGO DOOR AND POSSIBLY TO THEIR AIRCRAFT STRUCTURES WHICH THEY FELT NECESSARY WOULD BE FORTHCOMING IN A MATTER OF MONTHS. AT LUNCHEON AFTER MEETING, GUNGEN CONFIDED TO EMBOFF THAT MEETING HAD ANSWERED ALL HIS QUESTIONS AND PUT TO REST DOUBTS THAT HE HAD HAD. HE ADDED, HOWEVER, FURTHER MODIFICATIONS CAUSED NEW PROBLEMS FOR THE TURKISH AUTHORITIES AND THY, REVOLVING AROUND WHO WAS GOING TO PAY FOR THESE MODIFICATIONS.

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